NEW YOURS HERELIAN, PRIDAY, MOVEMBER & 1876-TELPLE SHEET,

EUROPE.

The United States Mission to England and the Alabama Case.

DETAILS OF THE CAMBRIA WRECK

Russia's Danger from Consolidated Germany.

Napoleon Interviewed-His Exposition of the Crisis.

The Cunard mail steamship Scotia, Captain Judkins, from Liverpool the 22d and Queenstown the 25d of October, arrived at this port at an early hour yesterday morning. The Scotia delivered our Euro-

by of sailing from England.

Captain Judkins, says an English journal, the commodore of the Cunard fleet, and assuredly one of the representative men of Liverpool, has amsonned his intention of quitting active service, on the return home of the Scotia, which sails to-day New York under his command. "Few men are petter known or more thoroughly respected, either n England or the United States, than Captain Judwho is in every respect, personal, mental and essional, the beau ideal of the British sailor. He is been thirty years in the Cunard service, having viously served his time in vessels belonging to sers. Gladstone & Co.; and, like all who have ired to the highest posts in the Cunard service, se had to command a ship before he received his appointment as chief officer of the Acadia."

The London Saturday Review, writing on the et of peace between Prussia and France,

The key to peace is for France to become aware that Strasoourg and some further indefinite quantity of territory must be given up, and then, with the assistance of friendly Powers like England, to get Germany to discuss fairly now much that further quantity is to be.

The London Spectator refers to the same subject

Suppose, just as a wild supposition, as the upshot of all this horrible imbroglio, this devil's dance of civilization over its own resources, that Alsace and the Vosges Mountains went to Germany, that the demand for money were kimited to a repayment of the German Ioans—£20,000,000—and that France, preferring liberty to a republic, elected Leopoid of Beigium her king, with Beigium as his dower, how would the world stand then? German feeling about her frontier would be satisfied; France would be intact, Beigium would come in at the top instead of the bottom, as Scotland came into Great Britain; and we should be out of that demogrous guarantee.

A letter from Rome, under date of October 14,

Last night the Holy Father had one of his epilep-tic attacks, and Dr. Vmie-Prelà and another physi-cian were called up at midnight to attend him. This morning he is stated at the Vatican to be better.

The French government in Paris published an ial explanation of the mission of General Burn-

official explanation of the mission of General Burnside, in which they say:—
General Burnside was not the bearer of any letter from M. Bismarck, nor was he entrusted with any verbal message. But from the convensation it was clear that the views of the Chancellor of the North German Confederation were the same as they were at Ferrières, and that if he considered an armistice as practicable for the convocation of an Assembly he would grant it for the actual space of forty-four hours only, that he would refuse to include Metz in it; that he would prohibit all revictualling, and that he would exclude from the elections our brave and unfortunate countrymen of Alsace and Lorraine.

On the 2 list of October the steamship Roman are

On the 21st of October the steamship Roman arrived at Falmouth, England, from the Cape, with s valued at £1,700. The diamond discharges on the Orange Vale river continue. About 7,000 diggers were at work. The colonial government interfered in the dispute respecting the ownership of the d:amond fields, and there is a probability of their becoming British. Severe weather has been

The Peninsular and Oriental Company's steamer Nusia, with the India and China mails, has arrived here. She had 115 passengers, £18 ,200 in specie,

and raw slik to the value of £80,000.

The last news from China by mail to England is slightly more reasonable, since it shows that the au-thorities are taking active steps to punish the authors of the Tien-isin massacre. A London firm received a telegram from its correspondent at Tien-tain, dated the 30th of August, which says that two of the mandarins had been transported and fitten

A letter from Shanghae of the 25th August reports an attempt to murder the Viceroy of Nankin, who had become obnoxious from his attempts to restrain

writes on August 25 thus:—

We have been startled by another deed of blood almest as serious in its political import as the massacre of Trien-ism. The Viceroy of Nankin has been assassinated, and everything points to the surmise that this is another anti-foreign blow. Business, in the meantime, between the war in Europe and the prospect of a war in China, is at a standsfill as regards the principal stapies. Silk has been at a deadlock since the news from Europe first arrived. Some large purchases of tea were made last week at a decline of two to three tacks, but the unfavorable news from the London market, brought forward by telegram, dated the 2d of August, again stopped business. The state of affairs in the North has checked the demand for imports in that quarter, and the occurrence of a flood in the Yang-tse, which haif submerged Hankow, has put a stop to business up the river. son August 25 thus:-

MINISTER MORTON.

Raglish Opinion of the American Minister and Mission to London—The Alabama Case.

[From the Pail Mail Gazette, Oct. 20.]
One of the most respectable and impartial newspapers in the United States informs us that Mr. Morton, the Senator for Indians, who has been, or had been, selected to succeed Mr. Moticy in the American mission to this country, is totally unfitted for the post which he is intended to fill, and that a worse selection could not have been made. Meanime the journals of Mr. Morton's own party state that Mr. Morton comes prepared to press the Alabama chams on the British government with the utmost vigor, and that he has directions to ireat a certain form of refusal as a casus beam chains on the British government with the utmost vigor, and that he has directions to ireat a certain form of refusal as a casus beam chains and that Mr. Morton, who must vacate his seat in the Senate if he comes to England, hesitates to accept an appointment which will have the effect of giving an additional vote to his pointical adversaries. From all of this a number of conclusions highly fattering to this country seem to follow inevitably. A thoroughly incompetent person has been discent to represent the United States in England, and his instructions are—first, to builty us; seed, next, in a felty probable event, to threaten us with war. But this incompetent person entrusted with his formidable mission regards this undertaking with such disdain that he doubts whether it is worth his prosecuting at the cost of giving a petty advantage to his pointical opponent. A war with England appears to strke him as of inferior importance to a casualty in a domestic skipmish with the democrate, we do not propose to discuss the chances of Mr. Morton's declaring war against the British empire, merely remarking, by the way, that the Deody struggle now proceeding in Europe is now of promising omen to nations or governments who bloke discussed by the British public certainly, and probably by the British problem crising of the incidents whi of war constructed by private triders from signer and the general public obligation which aw created was the duty of submitting without fiant to the capture and confiscation of such its by the ships of the United States.

The article which concludes the new pay of the Kafinburg Review—an article suggestantous speculation as to its authorship—states

the remarkable fact that the prohibition of the export of arms and ammunition was first required from the Beignum government, not by the Germans, but by the French. Thus France actually demanded the very measure which, if it had been adopted a little later, she might have denounced, and assurdly would have denounced, as unfriendly. If, in short, we imagine a war between powerful States to be continued with various success, and if we imagine a neutral government to be in constant diplomatic communication with the beligerents, we have a case in which the criterion of unfriendliness will actually vary from month to month, and in which beligerent governments, if entitled to complain, will be perpetually withdrawing their own most vehement remonstrances. One of the great dangers of these American novelties consists in their contagiousness. What was the origin of that now famous doctrine of benevolent neutrality which, though explained away by its author, was not withdrawn till it had been honored with the astonishment of the world? We believe that an American origin may be confidently assagned to it. It will be recollected that the first news the English public had of the Prussian complaints about the export of contraband to France reached us in the form of a telegraphic announcement to this effect; that the North German Minister at Washington had publicly stated that the English were interpreting neutrality in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the Germans just as they construed it in respect of the German just as they construed it in respect of the German just as they construed

THE STEAMSHIP CAMBR'A.

Drift Wreck on the Irish Court.

Drift Wreck on the Irish Conet.

[From the London Glebe, Oct. 22.]

Captain Chenoweth, of the steamer Rose, who arrived at Greenock this merning from Portrusa, reports that a large quantity of the wreck of a large steamer had been washed ashore along the strand from Portrusk to the Giant's Causeway, including part of a lifeboat which had evidently been dashed to pieces among the rocks. Up to dusk no bodies had come ashore. The wreck chiefly consisted of cabin furniture, such as fronts of beds and bedboards, boxes, lids of tranks and loose deals. Several cartboads of wreckage had been brought into Portrush up to the previous evening. The first-thing that caused Captain Chenoweth to come to the conduction that it was the wreck of a large steamer was seeing upon one of the bed-boards the number 22. Later in the day the news of the Cambria's loss reached Portrush, and the wreckage was then considered to be inentified. Captain Chenoweth is of pieces of at least two of the Cambria's boats.

Captain McLachiane, of the steamer Shamrock, arrived at Greenock from Londonderry. He reports that he heard of nothing on his passage down Loch Foyle last night, excepting that several pieces of wreck, believed to belong to the Cambria's boats, had been seen floating past Loch Foyle.

We regret to state that no hope can now be entertained of any of the passengers and crew of the steamer Cambria surviving, beyond the man whose rescue was reported yesterday. Nothing has been heard by Mesars. Handyside & Henderron, the owners of the Cambria, of the missing boats.

Another steamer of the same line which has reached Giasgow passed Innistratui on Wednesday night during the height of the storm, and some of the passengers express an opinion that small boats could not have lived in such a sea.

Marrative of the Only Survivor.

Narrative of the Only Survivor.

[From the Londonderry Journal, October 21.]

We have a very sad tale to tell as the result of the storm of Wednesday night. The Cambria, of the Anchor line of steamers, has been wrecked at innistrabul, near the entrance to Lough Foyle, and we have reason to fear that there is only one survivor—a steerage passenger named John McGartland, who was returning to his friends in the neighborhood of Omagh. He was picked up yesterday (Thursday) morning by Captain Daniel Gillespie, of the Enterprise, belonging to Mr. McChrystail (late McChrystail & Elliott), of this city, and the account which he gives of the melancholy occurrence is briefly as

a steerage passenger named John McGartland, who was returning to his french is the neighborhood of Omagh. He was picked up yesterday (Thursday) morning by Capitali Dainel Gilespie, of the Entarprise, belonging to Mr. McChrystall date McChrystall & Elliot), of this city, and the account which he gives of the melancholy occurrence is briefly a follows:—

Between ten and eleven o'clock on Wednesday night the Cambria, which was under canvas and steam, and proceeding at a rapid pace, stack on in the first of the Heads, at the entrance to the Lough, and the vessel innifediately commenced to fill with water, it was at once evident that a large hole had been made in the site. The engines' fires were at once put only the crew and passengers rushed on dex, and orders were given to launch the small boats, four boats were accordingly let down, into one of which McGartland got along with about fifteen other passengers. The boats were exceeding different of the secured a scat was almost immediately capitaced and after regaining consciousness he found hisself inc had righted. He succeeded in getting lato the boats with the boats, which by displaying the gunwale of the boat, which he displayed dressed in a black silk under the scale, He tried whether any consciousness till remained with the file of the secured and passenger, but he soon saw that life had filed. The lady had, no doubt, been drowned during the time the boat was upset. McGartland spent the open boat, tossed about by the waves, which about his vessel and sailed round the scene of the disaster for some time, and Mr. Bradley, his mate, at great personal risk, succeeded in rescuing the survivor from the boat. The Cambria had leit New York on the 9th instant, and had made a good passage to the entrance of the Poyle.

The passengers and crew were congratulating themselves on the speedy voyage, fully expecting that in an hour or so they would be off Moville, when the catastrophe occurred. As nearly as can be estimated there were about 130 souls, including the crew, in the vessel at the time.

RUSSIA'S DANGER.

Consolidated Germany May Save Turkey.

Consolidated Germany May Save Turkey.

[From the London Post, Oct. 21.]

The state of feeling and the condition of Russia in respect to the war and its anticipated consequences are supposed to be becoming more clearly developed. Our correspondent at Moscow throws a local light on the subject. Russia, we gather, has been first astonished, then alarmed, and then incited to the contemplation, at all events, of precautionary measures, by the aggrandizement and unification of the power of Germany. This, from a particular point of view, is intelligible. It harmonizes with certain elements of the Russian problem. Russia must have seen France and Prussia ge to war with much secret satisfaction. A tough and prolonged struggle, in which each side, whether victorious or not, would be shaken and weakened for many a day to come, was the most natural of results to predicate in a conflict between two apparently so well matched antagonists. Russia, like other Powers, cannot but have been astonished at what has happened. But alarm may soon have supervened. If the removal of France from Russia's road to ambition was desirable enough, it had been accomplished at the cost of the creation of a portentously powerful and united people at Russia's very door. The situation might be considered as full of peril and menage for Russia. At first the opinion seems to have become impressed with the idea that they themselves were in danger. The leading Moscow journal observes that "the sudden appearance in our immediate neighborhood of so overwhelming a development of military strength compels us to employ all our energies in counterbalancing it." Another journal, in recommending certain military measures for adoption, says:—"But in doing this not a moment should be lost; for we live in an age when it is only be that splicipates who can consider nimself safe." Our correspondent, in commenting on the utterances of the whole Russian press, remarks that "the provisal, Prussia, Prussia," and the "whole duty of Mancovite man" is said, according to

The Czar and King William.

The Neue Frele Presse of Vienna publishes some curious intelligence "from a source meriting the highest respect and almost incapable of being deceived on such a matter," about the relations between display and Prussia. There is no understanding of any kind, it says, between those two Powers. The only man in Russia who is the honest and sincere friend of Prussia is the Czar. Every one else, the Court included, is extremely hostile to Prussia, and this will be abundantly evident when the Czarewitch succeeds his father on the throne. On the day of the battle of Bedan a Russian courier arrived at the Prussian headquarters with an autograph letter from the Emperor to King William. In this letter the Czar congratulated his Mayesty on the victories before Metz, adding, however, that he felt coundent that Prussia would offer fair terms of peace, and would not require any cession of territory from France. This caused no small surprise in the royal headquarters, and the King, after consulting Count Bismarck, firmly rejected the Emperor's augustion in a somewhat cold letter.

After the victory of Bedan and the proclamation of a republic in Paris a second autograph letter came from the Czar, full of congratulations, but re-The Czar and King William.

pealing the remark as to territorial acquisitions, which might alter the present position of the great Powers to the disauvantage of Russia. What was the King's reply to this second missive is not known; but, says the Neue Prets Presse, "the moderation of the terms offered by Bismarck to Jules Favre was entirely due to the influence exercised by Russia in behalf of France."

NAPOLEON.

The Ex-Emperor Interviewed-His Opinion of

a Restoration.

Ident of the London Telegraph having obtained an interview with the Emperor at Wilhelms hohe on the 1sth of October, communicates what passed between them in the following words:—

hohe on the 18th of October, communicates what passed between them in the following words:

Napoleon III. was seated before a desk encumbered with documents, books and newspapers. The apartment he uses as a study is a small square room, not unlike the cabinet he occupied at the Tulleries. Though laboring under severe cold, attended by a slight attack of gout, the Emperor looked in every respect as well as when I last saw him at St. Cloud in July last—just three days before M. de Gramone's declaration in the French Senate which preluded the present calamitous war. I reminded him to-day that he had spoken to me at St. Cloud of the Hohenzollera incident, which he had regarded as entirely "finished," and that he had referred to his projects of eillegiatura, which would enable him, he hoped, to obtain some weeks of rest and recreation, after the labors and excitements of the recent piblicits.

"Yes," said the Emperor, with a sigh, "Phomme propose, mais Bleu dispose. I had no wish to make war, but fatality willed that it should be so. Public opinion was aroused in its favor, and I was obliged to acquises in the popular wish. You see to what it has brought us."

His Majesty then spoke of the disasters of the campaign, culminating in the final blow indicted upon France at Sedan, and he declared that surrender was the only means of preventing a total measure of the army.

The Emperor confidently relies upon the verdict of history to exonerate him from all the charges now heaped upon his head by excited detractors, who for the most part base their animadversions upon mere hearsay. He alided, indeed, but without bitterness, to the numberless calumnies of which he is the object in many parts of France. He spoke in despondent terms of the present distracted condition of France—a prey to a foreign toe without and to anarchy within. He scarcely dared, under existing circumstances, to hope for better things. But when il ventured to ask if the time would not come soon when his friends would never, by word or deed, throw obtanci

in London which processedly advocates the imperial cause has received no encouragement from him or the Empress.

As for the Bourbakt episode, either in its details as first recounted, or in the interpretation which has been attached to it at Tours, the Emperor had no connection with it, in any shape or form, and he profoundly regrets that General Bourbaki left his command at Metz, or did not again rejoin it when the Prussians accorded him permission to do so. As for the person who was instrumental in inducing the General to leave Metz for England, the Emperor can only suppose him to be an agent employed by Count itsmarck to ascertain the real condition of affairs in the fortress which the Prussians are so desirous of capturing. Statements have reached withelmshohe to-day with reference to the negotiations now going on between Marshal Bazaine and the Prussian headquartors for the purpose—say the German accounts—of surrendering Metz.

The Emperor informed me that he has had no communication with Marshal Bazaine, but that he is unwilling to believe the reports of his approaching capitalistion.

I have seen here all the gentiemen composing the suite of the ex-Emperor, and they are all devetedly attached to Napoleon III.

The Ex-Emperor on Fayre, Thiers and Bis-

The Ex-Emperor on Favre, Thiers and Bismarck.

A correspondent of the Liberté, writing from Cas-

peror at Wilhelmshöhe the following remarks on Messrs. Thiers, Jules Favre and Bismarck:-

FRANCE.

The Text of Jules Pavre's Circular. We have already, by cable, published the greater portion of the latest circular of Jules Favre. The

following portion is taken from the written text to hand by mail. The Minister says:--

following portion is taken from the written text to hand by mail. The Minister says:—

The armistice would have been a mere mockery if it had rendered free elections possible; and for this purpose an actual duration of forty-four hours only was granted. During the rest of the period of a fortung to the weeks Prinsian reserved to norself the right to continue hostilities, so that the Assembly would have held her deliberations on peace or war while the battle would have been going on which would have decided the fate of Paris. Moreover, the armistice would not have been going on which would have decided the fate of Paris. Moreover, the armistice would not have been extended to Metz. It excluded revictualling, and condemned us to the consumption of our provinons, while the besieging army would have been chiefly living upon the pillage of our provinces. Lastiy, alsace and Lorraine would have nominated no representatives, for the really unheard-of reuson that their fate was to be decided upon in the Assembly itself. Prinssta by not recognizing their right was in fact asking us to hold the fandle of the sword with which she cuts it. Well, we accept before our country as well as before history the responsibility of our refusal. Not to oppose the demands of Prussia would nave been in our eyes an act of treason. I cannot know what our destiny may be; but what I deeply feel is that, were I to choose between the situation of France and that of Prussia, the first is the one which would be the object of my ambition. I entertain the firm hope that France will be victorious. Were she vaniquished, she would still remain so great in her misfortunes that she would stand as an object of admiration and sympathy to the whole world. Therein hes her real strength, and therein she may find her revenge. The European Cabinets, which have been making only empty demonstrations of cordinativ, will at a future day perceive it; but it will be too late. Instead of initiating the dectrine of high mediation, advised by justice and interest, the

The Financial Aspect. A correspondent of the London Economist writes

A correspondent of the London Economist writes from Havre, on the 19th October, as follows:—

A great deal of anxiety has been caused in commercial towns respecting the decrees relative to bills. On the expiration of the delays accorded bills of course would fall under the enactments of the Code of Commerce, which require, in case of non-payment, that protests and assignations shall be made in a certain number of days; but those operations would present extreme difficulty for bills on places eccupied by the enemy, and would be abcolutely impossible for bills on Paris. The decrees, moreover, were so loose in their language that they have produced several grave doubts of a technical kind, and notably as to whether or not the delay first accorded was or was not to include the two nolidays of the 14th and 15th August, a point of considerable importance, inasmuch as it would either leave a mass of bills under the operation of the code, or blace them under that of the decree. The Chambers of Commerce of different places implored the government at Tours to "do something" in this matter, and it issued, under date the 13th, a decree granting a delay of five days in addition to those of the code for making protests, &c., but saying that the country" should be permitted. This decree, however, has been overruled by one of the government at Paris, dates the 12th, but not received at Tours until the 16th. It puts an end, for the moment to all the difficulties that have arisen, or, to speak more correctly, postpones them. It declares that "the delay accorded by law of the 18th of August, and the secree of the toth of September. from Havre, on the 19th October, as follows:-

relative to commercial bills, is augmented by a month, counting from the 14th inst. This enactment is applicable even to bills subscribed subsc

SCIENTIFIC INTELLIGENCE.

An Earthquake Register. Professor Palmiers, in a letter dated Naples, the

Professor Palmieri, in a letter dated Naples, the 5th of October, says:—
Yesterday, at 5h. 38m. 34s. P. M., the seismograph registered a shock of carthquake, perpendicular and undulating from east to west, with slight repetitions at brief intervals. A telegram from the Syndic of Rossano, received last night, informs me of two violent shocks which took place there, the first of which was at 5:50 P. M. It is probable that this shock it was that reached us. At the same time official and private telegrams from Catanzaro and Cosenza report that on the same day at 5:12 P. M. a strong undulatory shock was felt. In Catanzaro many houses were damaged, and the barracks suffered so much that the troops were immediately withdrawn from them.

At Cava, near Salerno, it was felt at the same hour, and several shocks were felt at Naples.

MISCE LANEOUS FORE CN ITEMS.

The town of Cardiff was greatly damaged by the storm of wind and rain which raged on the coast October 21.

By a Belgian decree the entry and transit by sea of cattle from France, Germany, Austria and Russia is prohibited.

It is stated that a London publisher has offered file,000 for the exclusive right, for ten years, of publishing the revised version of the Bible now in progress in Eugland.

The National Zeitung states that the picture gal-lery of Strasburg has been completely destroyed. Among the most remarkable works were "The Be-trothal of St. Catherine to the Child Jesus," by Mem-ling; a "Madonna," by Pictro Perugino, and several religious paintings by Philippe de Champagne.

religious paintings by Philippe de Champagne.

The London Saturday Review remarks that sensational dramas, burlesques and obscend dances are popular, not because Shakspeare and Sheridan are popular, not because Shakspeare and Sheridan are unintolligible and slow to the general. 'The modern stage, has not corrupted morals so much as our morals laive corrupted the modern stage,'

The London Railvouy News reports that the traffic receipts of the railways in the United Kingdom for the week ending October 21, 1870, upon a micage of 13,771, amount to £862,440, being equal to £62 42s, per mile. For the corresponding week of last year the receipts were £842,589, the number of miles open 13,570, or £62 7s, per mile. A comparison of the two weeks shows an increase in the aggregate receipts of £19,851 and in the number of miles open of 251. A word, says a writer, concerning an extraordi-

of £19,851 and in the number of miles open of 20f.

A word, says a writer, concerning an extraordinary class of men—the army Marketenters of Prussia. These persons are for the most part Jews—German Jews—Hery wear the greaslest clothes conceivable, are addicted to the use of very violent language, addressed chiefly to their wretched korses, appear to deny themselves the use of water, soap and hair brushes, and have, in short, a general disreputable look. A war is a fortune to such men as these. They vend merely what is necessary to men who live the hard lives of soldiers during a campaign, but they may demand any price for their wares, with the certainty of getting whatever they ask.

PERSONAL MOVEMENTS.

The Papal Nuncio to France has arrived at Tours Mershal MacMahon has not arrived at Brussels Madame MacMahon, wile of the Marchal, is at The Premier and Earl Granville were in London October 21.

October 21, Lord and Lady Otho Fizzgerald arrived in London October 21 from Scotland. The Hon. Mrs. D. L. Macpherson and Miss Mac-pherson have left London for Canada.

The nickname of "Napoléon le Sédantaire" is now given to the Emperor by some of the French papers. The Chancellor of the Exchequer and Mrs. Lowe left London October 21 on a visit to Mr. Goschen, at Scacox Heath. The Marquis and Marchioness of Normanby and Lady Consizence Phipps have arrived at Hamilton Lodge, Kensington-gore.

Lodge, Kensington gore.

At Balmoral, October 19, Queen Victoria and Princess Beatrice, attended by the Marchioness of Ely, paid a visit to Dr. and Mrs. Taylor, at the Manse, and afterwards inspected the parish school at Crathie.

In the afternoon of the same day her Majesty, attended by the Marchioness of Ely, drove to Titypronic and honored Sir John and Lady Clark with a West.

The Prince and Princess of Wales are expected to leave London on the 8th of November for Sandring-ham. According to the Norfolk Chronicle the Prince is shortly to be the guest of Lord Walsingham, at Merton Hall.

The Earl and Countess of Berby have been enter taining at Knowsley the Duke and Duchess of Cleve land and Lady Mary Frimrose, the Earl of Camper down, Viscount Si. Asali, Lord Skelmersdale, Mr. Digraell and Viscountess Ecaconsfield, Mr. and Lady Elmor Hopwood and Miss Hopwood, &c.

BROOKLYN CITY NEWS.

Officer Peter Hunt, of the Pourth precinct, has been dismissed from the force for neglect of anty. A large retort at the Phenix Chemical Works at

Gowanus exploded yesterday afternoon with a loud report. Thomas Carberry, one of the workmen, was seriously injured. He was taken to his home. There was a meeting of the members of the press of Brooklyn held in the County Court House last

evening, when resolutions of condolence for family of their late associate and author. An inquest was held by Coroner Jones yesterday over the body of Agnes Mackey, who was acci-

dentally burned to death on Wednesday night at her residence, in Water street. A verdict in accord-The police of the Second precinct were notified yesterday that Wright's pill manufactory, in Water

street, had been feloniously entered and robbed of a small amount of money. The safe was forced open, but nothing very valuable had been left in it. The boller inspectors of Brooklyn submitted their

quarterly report to the Police Commissioners yester-day afternoon. There were 273 applicants to take positions as engineers, but out of these only 10s were found to be competent. The total number of boilers examined and inspected was 601, and the total number of defects was 199. During the past six months 12s applicants to take charge of boilers have been refused, they having been found incompetent.

A POOR FORGERY.

The Hempstead Sensation in Court-Strong Testimony Against Oliver. The examination in the case of William F. Oliver,

of Hempstead, charged with having forged his in the town of Hempstead, was called yesterday before Justice Snedeker. By the terms of the lease the accused was to pay \$500 per year for the premises, while it is contended that \$2,000 has been repeatedly offered, and consequently the litigation involves \$10,000. Letters of administration were applied for by the accused and his brother Thomas, and they were granted to the latter. The existence of this lease was not known until after the death of the father in August, although it bears date November 2. When the matter came up before Surrogate Covert the accused testified that he knew nothing of the lease until after his father's death. And yet he acknowledges his signature to the tease and claims that of his father to be genuine. The most deplorable circumstance, however, is that of the wife of the accused, who is the subscribing witness, making an acknowledgment to the execution of the lease. She has been debarred from testifying by the prosecution, which makes it doubly worse. A comparison of the signatures would seem to imply guit, as that of the father in one insignce bears a great resemblance to that of the accused. Several bank tellers have given as their opinion that the signature is spurious, and would not be received by them if attached to a check. The further examination of the case has been postponed till the 16th inst. father's name to a lease of the "Eagle Mills," a farm

A German Commits Suicide Through Malicious

Destruction of His Property. Coroner Schirmer yesterday held an inquest at 187 Chrystie street, on the body of Herman Scheulen, a German, forty-three years of age, who comlen, a German, forty-three years of age, who committed suicide by snooting himself in the mouth with a pistol. Deceased nad recently entered into business with a Mr. Steurmer, and they were prebaring tobacco with rum, and a case filled with tobacco was placed in the rear yard. Some maliciously disposed person subsequently poured vinegar and oil over the tobacco, thus entirely rulning it. The loss of the tobacco, being about \$600, caused \$60eulen to become very despondent, and he fearet he should experience great poverty in consequence. On Wednesday he appeared to be out of his mind and taiked incoherently. Soon siter going to bed Scheulen placed the muzzle of a pistol in his mouth and fired, death ensuing almost instantly. The jury rendered a verdict that deceased committed suicide while laboring under temperary aberration of the mind. Deceased left a

YACHTING.

THE TIDAL WAVE AND THE "DEVOTED YACHTMAN."

TO THE EDITOR OF THE HERALD:-

NEW YORK, Nov. 1, 1870.

The intensity of my matutanal devotions on Sun-day last was invaded by a reflection on the distin-guished honor Mr. William Voornis—the owner of the yacut Tidal Wave had conferred upon me through the columns of the HERALD of that date, by dubbing and drubbing me as "Devoted Yacht-man," and taking me to task for all sorts of wicked things he assumes I have committed against that famous craft. But together with the pain I suffered in being the object of his censurwas mingled a reverential feeling, which somewhat alleviated my distress—akin to admiration—for the rare powers of discentiment of your correspondent, who had so apily, as he thought, "hit the nail on the head." Alas for Mr. V. ! What a mistake he has made in unearthing this fox! The tinger that so readily pointed its tapering length and shook its curving lines at me, so clearly proclaiming "Thou art the man," must seek elsewhere its master's victim, for not on any alter in the land can this poor mortal be sacrificed as "Devoted Yachtman." I desire for "the benefit of Mr. Voorhis and his surthrust upon me, and to express to your observant several letters which have appeared in the columns of the Spirit of the Times, and sometimes in the HERALD, has not been as careful as has been his study of the wonderful capacities of the Tidal Wave. Otherwise he must have been aware that the gentleman with whom I once had a pleasant little argument upon yachts and their models (and for whom he mistakes me) has not yet discarded his mask, but, appearing as the Onknown Knight, still enters has name in the lists as "Devoted Yachtman." So for Mr. V. to put lance in rest, and essay at it with me, as the proprietor of that signature, is a cruel and a wicked act (as it not, Mr. Editor?), and shoulders upon me the burden of the sins of the guilty "D. V." It is hard enough to have to stand the shalte of the adversary as S. M. T., without naving to receive inte my bosom arrows meant for the real "D. V." in plain terms, I am not the individual Mr. V. akes me for. It is a clear case of saistaken identity, "palpable to touch." My own initials have been signed to my letters for a long time past the best and master of all the move on my part that of the master of the order of the move on my part that of the master of the order of the wonderful boat, has never yet revealed his identity. Will Mr. V. please to re-consult the record? So far as his soiskangfu upon this doomed "Devoted Yachtman" goes, I cannot take up the caugel except to say that I have been andactous enough to agree with that gentleman in all he has said about the aforesaid remarkable vessel, except so far as simple fact was concerned in her contest for two silver cups on September 28, when her owner claimed for her more than she deserves. I never even dispined the high rank to which Mr. V. enthrones her through the newspapers of our crity, believing that all race-nitled to their opinions and a decided expression of them. And there is no better vehicle, par parenthese, let me tell Mr. W., to convey this opinion of Mr. V. than the New York Hiskald. There are so many thousands in the country who never see a yeach race, but who read the Hiskald. There are so many thousands in the country who never see a yeach race, but who read the Hiskald. Who will really believe the Tidal Wave is the coming yacht. They don't understand jokes. neous impression Mr. Voorhis had conveyed through his article on the good qualities of his yacht, and to dissipate incorrect comparisons he had instituted—innocently, of course—for Mr. Voorhis is, like sligood sailors, too gonerous to attempt to detract from the merits of his rivais. The public knew that great things were expected of the Tidal Wave when she was built, as, according to the newspapers it was asserted that she was modelled, expressly by her owner to defeat the Cambria in the contest for the "Challenge Cup," and prevent that silver trophy ever crossing the ocean to a fore gn home. This being boldly proclaimed in advance, of course all cyes were turned Tidal Wave-wards. Her name was on every tengue. How near she came to taking it from the Cambria on that day my desire not to wound Mr. Veorhis' feelings will prevent me from chronicling. The report of the committee is on file in the office of the Secretary of the New York Yacht Club, and her name is there emblazoned with the rost. Whether a halo of conquest enciries the letters of that name I leave it for those interested to recall or discover. Suffice it to say, it is well to her swiftness we did not entrust the homor of our flag. And now her owner seeks a controversy! For what purpose I know not. I sut in favor of centre-boards. Surely it cannot be for that. Is it to tell us his boat is the chample of the fleet. If so, I give it up as a conundrum! It is too much for me. From earliest boyhood I was always obtuse about riddles. There being nothing to discuss, what is left to do? Retire grace utily from the field.

And understanding Mr. Voorhis is anxious to dispose of his yacht at private sale, and wishing him the realization of his brightest anticipations, how can I think of trying to disprove by any assertions of mine the favorable advertisements in her behalf that have appeared from time to time in the public journals? Besides, I do not wish to subject myself to the burden of discussing a point about which nearly all yachtmen agree. And in conclusi

AQUATIC.

The Race Between Blake and Deely, of the

Guilck Club, Results in a Draw. The boat race between R. B. Deely and Edward Blake, both of the Gulick Club, for \$500 a side, took place yesterday afternoon at Pleasant Valley, and resulted in a draw. A large number of persons went up to witness the contest, taking the steamer fort Lee, which left the foot of Christopher street at two P. M. Messrs. J. J. Ackerson and Robert Caikins were chosen for judges, and Mr. Charles Elliott, of Greenpoint, was selected to officiate as referee. A good ever start was effected at fitteen minutes past four o'clock. After pulling about one-third of a mile Blake, who was three-quarters of a boat's length ahead, saw a snag about thirty yards anead of him and directly under his bow, to avoid colliding with which he pulled vigorously on his left oar, and in so doing fouled with Deely. Both men stopped, and, after a few seconds' consultation as to who was to biame for the accident, returned to the starting point, from whence they were a second time started, Blake having a slight lead. Things went on smoothly now until they had left the scene of the first accident about fifty yards behind them, when they again fouled; this time Deely having a small piece of the blade of his scull broken of. Blake immediately stopped, but Deely kept on and rowed around the course and returned to the starting point, having completed the distance in twenty-three minutes and fifty-three seconds. Both parties claimed the foul, but the referee decided the race a draw. up to witness the contest, taking the steamer Fort

DEATH OF A NOTED TURPMAN.—Major Themas Doswell, the well known turfman, died at his home in Hanover county on Thursday, in the seventy-second year of his age. The deceased was the father of Thomas W. Doswell, the former Sherid of Henrico county and Richmond city, and was widely known throughout the State. He had probably raised and owned more fine horses than any other person in the county. As a man and citizen he was most estimable, and he has gone to his grave lamented by an immense host of friends.—

Réchmond Examiner, October 29.

The Corvette Ossipee in the Hurricane-Ship Badly Damaged-Rescuing of Survivors of Steamer Continental-Sharks Surround ing Rafts-The Ossipes to be Laid Up-The Guerriere Court of Inquiry Closed-Arrival of the Nipsic-Naval Items.

The recent terrific hurricanes and cyclones have een rather severe on the United States men-of-war

both in the Atlantic and Pacific oceans. The cor-

THE CYCLONE IN THE PACIFIC.

CONTRACTOR TERRORATION OF STREET

vette Shenandoah was very rougly used in the September gales, losing topmasts, libboom, spars, sails and boats while on her voyage to Europe. The tag Maydower, 306 tons, while on her way south in the Tenuantepec Exploring expedition, encountered the late severe gaie or hurricane on the Florida coast, and was tremendously pattered and shaken up, and narrowly escaped going to the bottom, after losing sails and being flooded by seas-She was completely disabled and was towed into Key West for repairs by the Taliapoosa. And now we hear of the corvette Ossipee, Commander Jenn H. (tussell, flagship of the North Pacific squadron, encountering a terrific hurricane on the Mexican Pacific coast and coming out of it by the closest run. The Ossipee was lying in the open port of Mazatlan September 27, when a heavy swell setting in, accompanied by a rapid fall of the barometer, indicating an approaching gale, determined Com-mander Russell to put to sea to gain an offing in order to ride out the storm, as Mazatlan is merely an open roadstead, with bad holding ground, and a dangerous place to be caught in. At ten o'clock in the morning all boats were signaled to return to the ship, and soon thereafter the Ossipee stood out to sea to make an offing. At midnight, the gaie increasing to a hurr/cane, the ship was nove to about seventy miles from port, under steam and fore and aft sall. Hatches were all battened down fore and aft, life lines run, the battening doubly secured and the boats made as fast as possible, in which condition she rode out the storm. it was found necessary to get out the drags in order to keep the ship's head up to the wind and tremendons seas that came down on the ship curling and breaking as if they would sweep over it and submerge it for ever. The ship was repeatedly boarded by seas and the deck filled with water. The cabin

merge it for ever. The ship was repeatedly boarded by seas and the deck filled with water. The cabin was flooded and boats were swept away by the tremendeus waves that rolled over the craft, which was terrioly racked and strained. Some of they strouge parted, and fears were entertained of losing a mast; but that accident was escaped, and alter thirty-six hours of storm, the violence of which was never before experienced by any man on boars, the barometer began to rise and the storm moderated, the sea going down quickly, and the drags were got aboard and the ship put on her course for San Francisco. The barometer registered 28.07 at the neight of the hurrheame. Great credit is given to the captain, officers and men for the seamnlike ability and energy displayed in carrying the ship safely through a storm of unparalleled fury and violence.

On the 30th, with fair weather again, the ship bearing off Cape St. Lucas, a boat, containing Captain Dail, commander of the steamer Continental, was discovered. Captain Dail reported that his ship had foundered the previous day off Cape St. Lucas, and that many of the passengers and crew were affoat on raits somewhere in the vicinity. The ladies had been put in the beat bonts of the ship, and placed in charge of two merchant captains, who had probably safely tanded them on shore. All steam was put on and the ship started cruising for the rafus. Soon one mah on a rait was signted, and taken on board. He had been on this frail raft more than twenty-four hours, with sharks sil around him, and some he felt beating against his signt support, trying to tip it over so as to get at the game on top. In this they did not succeed, but the horrible uncertainty of the poor shipwrecked sallor's position can be readily imagined. He was glad enough to get out of his perfect of the laie crew of the women rescued from a horrible death. The ship cruised around his his locality all might, firing guns and burning high making sait, the maintopash halvards parted and the yard felt, precipitating th less, be compelied to go into dry dock at Man island and receive very extensive repairs, as her island and receive very extensive repairs, as her island and receive very extensive repairs, as her holl was a good deal damaged by the effects of the territic hurricane she passed through. It is more than likely that the ship will be put out of commission before she begins her repairs.

The Court of Inquiry, consisting of Rest Admiral Sylvanus H. Godon, Commodore P. Greene, Captain Melanchon B. Woolsey and Commander David B. Harmony, which have for some time passibeen in session on the fright Guerriere to examine that the causes leading to the grounding of the Guerriere of Nantucket, clesed its investigation and determined upon its finding on Tuesday last. The proceedings and finding of the Court were at once transmitted to the Secretary of the Navy for approval. It is of course not knewn what recommendations the Court has made upon the evidence in before it, and they will not be premigated until the return of the Secretary, who is for the momen absent from Washington. Brevet Majer Genera Charles K. Granam gave evidence in regard to the conduct of the officers and men of the Guerriere of her passage from Portsmouth, N. H., to this portand testified to the perfect sobriety of all on board and to the fidelity and zeal exhibited by Captain Stevens in looking out for the management of the solp. Major Montgomery, Secretary of the holp. Major Montgomery, Secretary of the solp. Major Montgomery, Secretary of the solp. Major Montgomery, Secretary of the solp Major Montgomery, Secretary of the solp Major Montgomery, Secretary of the reports affecting the honor and reputation of Captair Stevens and the subordinate officers of the ship, and excased the Major from glying what was regarded as merely confirmatory evidence. The Secretary of the Navy will, doubtiess, promulgate the finding of the Court in a very lew days.

The frigate Severn second rate, fifteen guns, 2,000 tons, is soon expected at the Brooklyn Navy Yard, to under

WEST POINT ITEMS.

During the recent long drought the post has been almost on a short allowance of water. Even no there is not pienty for heating purposes to supply the steam boilers. It is proposed to tunnel from the present reservoir for a short distance through the nountain, above Fort Putnam, to the pond beyon thus obtaining an ample quantity. In order this the government will be obliged to purchase this the government will be obliged to purchase ieast the right of way through private citizens pretty. The estimated expense is about \$20,000,

Two cadets had broken logs during the week infailing off their horses during cavalry drill in citiding school. These inlis are of every day occance, but these accidents are of rane occurrence, the floors are strewn with tanbark. Proparation for the winter examinations, especially among it "picbes," are in active progress.

Recently there have been several robberies in the vicinity, all the clues is which are the part of the system toward the idea that they are a part of the system tized operations of banded river thieves.

Great curiosity and no little speculation is excited to the probable verdicts of the recent commutation.

as to the probable verdicts of the recent of martial.

The new building to be used for the general be quarters of the post is nearly completed. It is firely firepreof, and will be one of the principal problectural attractions of the Point. It is of I gray granife, and the architecture is a blendin the Gothne, borjo and renaissance. Its dimensionally and the problem of the principal properties of the principal properties of the work, but \$3,000 additional will be required to the work, but \$3,000 additional will be required.